

# Glenwood Ranges

## Make Cooking Easy

REYNOLDS & SON, BARRE, VT.

### The Times' Daily Short Story.

#### PUSHING "KID" STARK TO JUSTICE

(Original.)

"Kid" Stark was twenty-five, his wife forty, when they bought the Peach Orchard farm. The wife had money.

Mrs. Stark seemed to have something of a roving disposition, while her husband was as fond of quiet as an old man. She would go away, remaining absent sometimes for a few weeks, sometimes a few months. She had a head for business and the faculty of keeping her affairs to herself. When she returned it was noticed at the bank where she kept an account that she usually had money to deposit.

One evening after dark Stark drove his wife to the station, and when he returned several men who had called at the farm to win his vote for a coming election reported that he was very much depressed. Indeed they found it impossible to get his attention to the matter about which they had called.

When four months passed and Mrs. Stark did not return the wagging tongues started in for a clatter, which grew louder and louder, then subsided into mysterious whisperings. A year passed and no return of the wanderer. Two years after Mrs. Stark's departure Stark, who had not touched any money deposited in his wife's name, presented a check bearing her signature for \$1,000. But the bank officials, who had long been suspicious that he had murdered his wife and believed that he would not be satisfied till he had appropriated all her funds, scrutinized the check and pronounced it a forgery. Stark was arrested for the crime. Since there was no evidence of murder, that charge could not be added.

When it came to trial an expert pronounced Mrs. Stark's signature a forgery. The body of the check was in Stark's handwriting. The expert on cross examination explained to the court that there were certain letters in the signature which were made very differently by Stark and his wife, the expert stating that Stark in trying to change the mode of making these letters had made a lamentable failure. Stark was convicted, and, since everybody believed that he had killed his wife, the judge gave him a sentence of twenty years' imprisonment.

There were many people in Brownville—those of the wagging tongues—who were very much chagrined that Stark was not prosecuted for murder. These persons could not understand why when all the correlative circumstances pointed to murder still there was not tangible evidence necessary for conviction. They bounded the prosecuting attorney till he went to work with a will, secured the depositions of the men who had seen Stark on the evening of his wife's departure, found some garments belonging to Mrs.

#### SKIPPER WRINGE'S AMBITION

In becoming an American He Hopes to Sail a Cup Defender.

Captain Bob Wringe, who as skipper of Shamrock III, has just finished going the best he could to win the America's cup for Sir Thomas Lipton, declared recently that he is done with sailing Shamrocks or any other British challengers, and his present ambition is to command a defender of the trophy. On top of this he announced his intention to immediately take the first step toward that end and become naturalized from a Briton into a good American citizen, says the New York World.

Immediately after Shamrock I and III, are disposed of or laid up in Erie basin, the present alternative, Bob Wringe will cross over to Britingreen, Essex, and pack up his chattels, stow them and his family aboard a liner and bring the whole outfit here to locate somewhere on Long Island. Then Great Britain will have again lost her best big yacht sailor, as she did when Charlie Barr forswore his allegiance to H. R. M.

"I have decided to live in the United States in future," said Captain Wringe. "I formed a liking for the country when I came here with Captain Hogarth in Shamrock I, and in 1901, when I sailed the Mincola, I decided to stay here. But Sir Thomas' offer caused me to throw up the Belmont contract and go on the other side again. Now, however, I am going to stay here."

"Perhaps in time I will sail a cup defender. At any rate, there will be a fair chance of my getting one some time. Meanwhile all I can hope is that I will some time have an opportunity to sail against Captain Barr in a yacht.

Stark buried on the place, and on this framed a theory for prosecution, and had Stark taken from jail to be tried for murder.

By this time it was plain to every one not only that Stark had murdered his wife, but that there was very good evidence at hand to prove it. There were people who had been as obstinate with regard to Stark's innocence as the wagging tongues had been in maintaining his guilt. These people now gave up in the face of the evidence and long before the trial public opinion had pronounced him guilty. Everything conspired to bring him to justice. He had been convicted of forging his wife's name to get her money, the circumstantial evidence all pointed to her murder, the prosecuting attorney had every inducement to convict him, the police were desirous of closing the mystery and stopping the murmurings under which they had so long suffered for not solving it.

The prosecuting attorney proved by the men who had visited Stark on the evening of Mrs. Stark's disappearance that he had acted as if he had just committed a murder. The exhibited clothing was proved by competent witnesses to have been that worn by Mrs. Stark when she disappeared. These were the principal circumstances proving Stark's guilt, though there were many minor ones. The prosecuting attorney made a masterly effort, in which he scathingly referred to the prisoner having married this thrifty woman to get her money and had murdered her in order to get it the quicker. The prisoner sat with a dazed look on his face that experienced court officials pronounced the same as that universally worn by those guilty of a great crime. The prosecuting attorney was holding the court spellbound by a picture of Stark luring his poor but trusting wife under cover of the darkness to some isolated spot and had lowered his voice with the words, "And drove it to the hill," when there was a commotion at the door, and a woman pushed her way forward with every evidence of excitement. She was Mrs. Stark. Without a word she plunged for the prisoner, took him in her arms, and his head fell on her shoulder in a dead faint.

Mrs. Stark had gone aboard on a business venture. She had written her husband one letter, which had miscarried, then had entered a barbarous country, where she was detained on a false charge with a view to appropriating considerable funds she had with her. Then she had the bad luck to be shipwrecked and was obliged to sail around the globe before getting home. The check she had signed in blank on the evening of her departure in case of need and in a great hurry. The clothes had been buried to be decorated from the perfume of a skunk.

The Starks lived happily together till Mrs. Stark died, after which her husband was inconsolable and in spite of being still a young man with plenty of means never married again.

that is at least in the class with the one he commands. I respect Captain Barr's magnificent ability, but I do say—and Captain Barr will bear me out—that I had no chance to show any seamanship against a yacht that could sail rings around me.

"Captain Barr said that when he called on me the day after the last race. Several times, he admitted, we had the Reliance in a tight place, and she slipped out of it simply because we were not fast enough to hold her."

Beyond doubt Captain Wringe will be in charge of one of the large racers next season, for skippers who are in the first rank in the art of handling that class of vessels are lamentably scarce. Captain Wringe has an offer from the owner of one sloop in the seventy footer class.

New Plan to Teach Japanese.

The learning of Japanese will be greatly facilitated by the abandonment of their peculiar way of writing and printing their language. Ten years ago the universities inaugurated the reform. Next year the use of European (English) letters will be begun in the public schools, and this will soon lead to their general use.

#### DOLLAR WHEAT.

Dollar wheat is making western farmers happy. Probably the same high market will make the breakfast food contingent almost delirious.—Los Angeles Express.

With wheat at a dollar a bushel the Kansas and Dakota farmers will soon be eligible for membership in the Appendix club, filling the vacancies made by the demobilization of the Wall street crowd.—Washington Post.

#### LUKE WRIGHT'S GRIT.

An Incident In the Career of Governor Taft's Successor.

#### CALM IN THE FACE OF DEATH.

John Louis Taylor Tells How the General Braved It For Humanity's Sake and Describes His Character as Indicated in a Memphis Yellow Fever Epidemic.

General Luke E. Wright, who is to succeed William H. Taft as governor of the Philippines, says John Louis Taylor in the El Paso News, was, prior to his appointment to the Philippine commission, a lawyer at Memphis, Tenn. He was the partner of United States Senator Tom Turley, who was made a senator against his will and who had never before held a public office. It is presumed that it was partially due to Senator Turley's influence that President McKinley selected General Wright as a member of the Philippine commission. The choice was a wise one, as subsequent developments have proved.

That the people of Memphis have cause to revere General Wright and rejoice over any good fortune that may come to him is due to the fact that he proved himself to be a man during the yellow fever epidemics which swept that city in 1878-79 and killed tens of thousands. It was during those times which tried men's souls that he showed what stuff he was made of. He did not run away, as did physicians, ordinary citizens and nearly all ministers, except Catholic priests, but stayed at home and fought the yellow death.

He was a member of what was called the "Howard association," which was composed of men banded together and pledged to face the calamity that confronted them and risk their lives to alleviate the suffering of the masses and preserve order in a city devastated by one of the most terrible epidemics of modern times. At that day, when Memphis was devastated and silent, when the greatest noise was that made by the carts at midnight rumbling over the stones en route to the cemeteries with their high piled burdens of unknown dead, General Wright stayed at his post and braved death for humanity's sake. Dozens of his associates died, yet he remained steadfast. It was necessary that some one should remain. The populace was scattered to the four winds and thieves, ghouls and burglars ran rampant through the town. Those who had been trapped by the quarantine lines knew that almost certain death awaited them, and all the veneering of civilization was thrown off. Men became brutes and in their desperation committed all manner of crimes.

General Wright and his colleagues succored the sick and suppressed crime by radical means. Ghouls and pillagers were dealt with in a manner similar to that in vogue after the Galveston disaster, and order was preserved at the point of the bayonet.

It was during the awful summer of 1878 that I first saw General Wright. I have never forgotten his face. The yellow death had swept out of existence entire families in the neighborhood where I lived. I was a child. Playmates and associates had died and been carted away. Next door to me the son of Jefferson Davis, president of the Southern Confederacy, had breathed his last. One day after my little brother was stricken. At the end of three days he expired. One week later the disease fastened upon me, then but a lad of eight. In the dimness of the silent room and the whirling dizziness of eyes burning with fever I remember that a man came into the house. He sat beside the bed and felt my pulse.

They told me it was General Wright of the relief committee. He was facing death, but was as cool and deliberate as the soldier who goes into battle expecting to die and unmindful of his fate. He spoke a few words to me and the attendants, laid his hand upon my scorching brow, turned aside, wrote an order for medicines and supplies from the relief station and went out.

Beyond the open doorway an August sun was blazing with unusual ferocity in a cloudless sky. There was a hush everywhere. No laborers were in the fields, and the wheels of commerce were still. Only the graveyards exhibited signs of activity. The dead and dying were on every hand. General Luke E. Wright walked among these, looking death in the eye as calmly as he occupies his position today as governor of the Philippine Islands.

#### An Empress' Pilgrimage.

A palatial building has recently been completed in Jerusalem for the accommodation of the Abyssinian Empress Taitou and her retinue during her visit to the Holy City next Easter tide, says the New York Commercial Advertiser. The building cost about \$20,000, and the furniture, which has been ordered in England and France, will cost over \$15,000. The empress is expected to bring with her a large retinue and will stay in Jerusalem three months. During this time she will visit Bethlehem, Gethsemane, Hebron, Jericho and the Jordan valley. She is reported to have expressed a wish to end her days in the Holy City.

#### Use of Pigeons.

The experiments made in the German army with carrier pigeons having been satisfactory, every war ship leaving Kiel or Wilhelmshaven will hereafter carry a consignment of pigeons, to be released at varying distances from the land stations. It is estimated that the birds have sufficient endurance to fly home over a distance of about 180 miles from land.

#### WAR HEROES HONORED

Federal Government's Work In Restoring Battle Fields.

#### SCENES TRUE TO OUR HISTORY.

Recent Transformation of Chickamauga Battle Field Described by William E. Curtis—Similar Work Being Done at Shiloh and Vicksburg—Curious Experience In Locating Sites of Engagements.

Under the authority of congress the federal government has purchased 7,000 acres of land covering the battle field of Chickamauga and has restored it as nearly as possible to the condition in which it was at the opening of the fight on Sept. 19 and 20, 1863, between the Union forces under General Rosecrans and the Confederates under General Bragg, says William E. Curtis, the Chicago Record-Herald's correspondent, writing from Chattanooga, Tenn. The government has also purchased a strip of land running the entire length of Missionary ridge, including the site of the intrenchments which were captured by assault by the Union troops on the 25th of November following. Eighty miles of roads have been constructed from Chattanooga through these parks and other battle fields in the neighborhood of the city, and the landscape has been beautified as much as could be done without effacing landmarks that existed before the battles and altering the topography. The movements of both armies have been traced with great skill and fidelity throughout the entire series of engagements, and the locations of important struggles and other episodes have been marked by monuments and iron tablets containing historical notes and statistics. More than \$1,750,000 has thus been expended for the purpose of preserving the scene of one of the most desperate and heroic conflicts in human history and perpetuating the evidences of bravery and devotion in both armies.

In a similar manner the government is now laying out the battle fields of Shiloh and Vicksburg, and interesting dedicatory ceremonies were held at the former a few days ago.

The old roads of the battle field have been reopened, the underbrush has been cleared from 3,800 acres upon which the fighting took place, five steel observation towers, each seventy feet high, have been erected in order that visitors may get a birdseye view of the field; 643 historical tablets of iron containing explanatory inscriptions have been erected to mark the movements of corps, divisions, brigades and regiments of both the armies, and 398 distance and locality tablets have been placed as guides for those who desire to follow them as they moved forward and back in their assaults and retreats. The old lines of earthworks and fortifications have been restored exactly as they were at the close of the battle. The position of each battery of artillery that participated has been marked with guns of the same pattern and caliber of those actually used. Forty-three Union batteries are represented by 107 guns and 40 Confederate batteries by 96 guns. Some of the guns were actually engaged in the battle.

Nine monuments in the form of pyramids of shells mark where five Union and four Confederate brigade commanders fell, and similar pyramids mark the positions occupied by the fourteen army and corps commanders. The location of these spots has been a work of great interest as well as painstaking labor, and there have been some curious experiences. For example, some years ago Colonel Bishop of the Second Minnesota, with one of his sergeants, came down to assist General Boynton in determining the position occupied by that regiment, which had an important part in the engagement. They knew that it was intrenched at the top of a hill and that it repelled several assaults by the enemy. The Confederates charged again and again to drive the Second Minnesota from this commanding position and capture a battery which was doing terrible execution under its support. Colonel Bishop picked out the hill without difficulty, but new trees had sprung up, the surface was covered with underbrush, and the exact position of the regiment was difficult to determine. Finally the sergeant said:

"I remember that I lay on my belly in the grass at the end of a little ravine, and I think this is the ravine. Our ammunition was almost exhausted, and we crept around to gather up whatever we could find on the bodies of the dead and wounded that lay around us. I got my pockets full and crawled back to my place. I put the cartridges on the grass on one side of me and the caps on the other and fired away until the enemy withdrew. I remember leaving the unused cartridges and caps upon the ground." And as he said the word he began to stir up the leaves that covered the soil. In a few moments he found a handful of old fashioned cartridges and caps which he had left on the ground that day. A beautiful group of bronze by Lorado Taft of Chicago, representing the color bearer of the Second Minnesota wounded and defended by some of his comrades, marks the place today.

Up to date seventeen states whose citizens participated in the battle have erected monuments costing from \$750 to \$20,000. The United States government has spent \$1,225,000, and the total contributions of the states now reach \$551,000.

In addition to these, two private memorials have been erected in honor of Landrum's and Carver's batteries, and the federal government has erected thirty-two in honor of the regular troops that were engaged.

#### A PRIVATE CAR CLUB.

New York Business Men Form Novel Organization.

#### THREE FINE COACHES LEASED.

These Are Attached to Regular Trains For the Use of Millionaires Who Have Summer Homes in Connecticut—Membership, Which Is Limited, Is Filled—Many on the Waiting List.

It is called the Private Car club, and it is the very latest association of men of millions, says the New York Herald. It is exclusive, as its name implies, and there is no other club like it in the world. Included in its membership are men of wealth whose business is in New York and who have summer homes along the line of the New York, New Haven and Hartford railroad.

Each morning, attached to the Greenwich (Conn.) express when it rolls into the Grand Central station, are two handsomely appointed private cars, which do not discharge a passenger until the crowd in the dozen or more ordinary coaches is out of the way. Then nimble porters spring out, and following them come threescore or more who are prominent figures in commercial, professional or financial affairs in New York city, who alight and hurry away to begin the business of the day.

One of the first to leave the car the other day was William Rockefeller, and he was closely followed by Samuel Truesdale, Lionel and Richard Sutro, William H. McCord, James McCutcheon, William H. Newman, C. T. Willis, Colonel Henry H. Adams, Robert Baker, F. M. Freeman, J. L. Elliott, W. T. Graham and other wealthy men who make their homes in the summer season in the suburbs between New York and Stamford, Conn.

There are always two of these club cars attached to the train arriving at 9 o'clock and one on an earlier train, as there are perhaps thirty of these men of millions who believe in getting to work early in the day and getting through. For the convenience of these a car leaves a half hour earlier in the afternoon.

These men are proud of the only private car club and have adopted regulations which make it difficult to become

a member. The membership, which is limited, is already filled and there is a long waiting list.

The genesis of the club was due to the fact that at all seasons of the year, and particularly in summer time, the travel on the suburban roads is very heavy, and it is not always possible to obtain seats coming to New York in the mornings after trains reach Greenwich, Conn. Similar conditions prevail in the afternoons.

There had been many expressions of dissatisfaction at this state of affairs when one day, in the presence of several wealthy men, James McCutcheon suggested the idea of forming a club and obtaining the exclusive use of the car. The idea was received with enthusiasm, and every man to whom the subject was broached favored it. An informal meeting was held, at which a committee was appointed to confer with officials of the railroad and the necessary arrangements were made.

At first it was intended that there should be but one car, which would accommodate about forty men, but two more cars were necessary for those demanding membership in the unique organization.

When these men of millions are on board their private club car, either coming to New York or going to their homes, all thoughts of business are forgotten. They lounge about in their comfortable chairs, smoking and joking. There is always a card game, which is both interesting and exciting.

All the private cars are fitted alike with every modern convenience and comfort. Every member of the club is compelled to buy his train ticket just as other commuters are, and these tickets are taken up by the conductor. With the exception of the conductor, however, not a man save the porters is permitted in the private cars unless he be a member.

#### American Army Officers' Baggage.

An amendment recommended by the general staff will shortly be made to the United States army regulations increasing threefold the amount of baggage which officers may have transported at the expense of the government. The amounts are as follows: For major general, 10,500 pounds; brigadier general, 8,400 pounds; field officer, 7,200 pounds; captain, 6,000 pounds; first lieutenant, 5,100 pounds; second lieutenant and veterinarians, 4,500 pounds; noncommissioned officers, 1,500 pounds.

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|                            | \$1,089,296.76 |                               | \$1,089,296.76 |

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